

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** December 7, 2017

**TO:** Chair Bishop and Members of the Transportation Commission

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**SUBJECT:** Transportation Facilities Plan Update

## DIRECTION REQUESTED

<input type="checkbox"/>	Action
<input type="checkbox"/>	Discussion/Direction
<input checked="" type="checkbox"/>	Information

The key topics for the Commission meeting on December 14 will be review of the preliminary list of candidate projects for consideration in the 2019-2030 Transportation Facilities Plan (TFP) process and initial discussion of criteria to use for evaluation of Roadway-Intersection projects. Staff are seeking Commission agreement regarding the project list and a first round of comment on the Roadway Intersection project evaluation criteria.

## BACKGROUND

Bellevue City Code ([Section 22.16.050](#)) requires that the Transportation Commission present an update of the TFP to the City Council for approval and adoption every two years or as otherwise directed by the Council. The TFP serves as the City's 12-year, or intermediate-range, transportation capital facility planning document. The Commission's role has typically included providing input and direction to Transportation Department staff on TFP candidate project identification, project evaluation criteria, and specific project prioritization. The Transportation Commission also solicits and considers public input on the TFP update before developing a TFP update recommendation to the City Council.

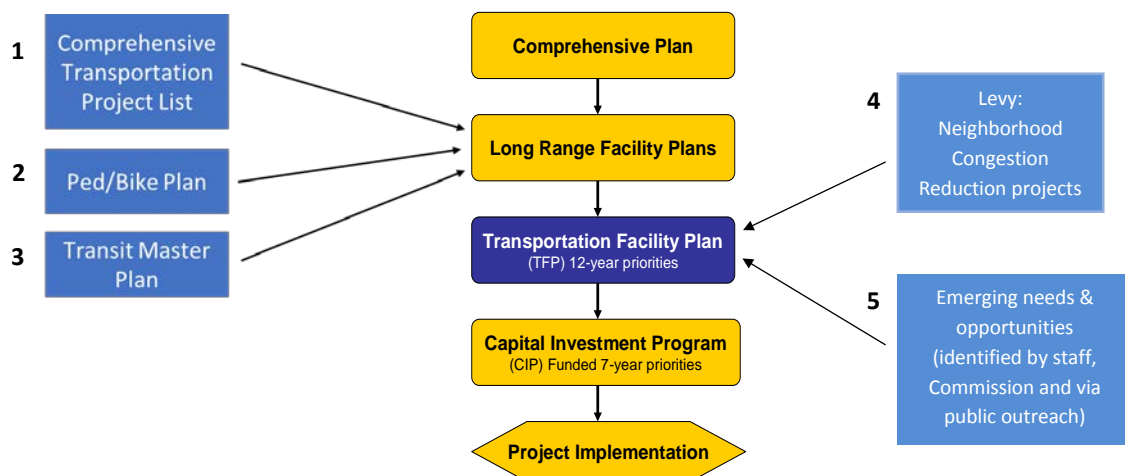
The current 2016-2027 TFP was adopted by the City Council in December 2015, concluding a process that began in November 2014. The update process now underway is planned to result in the adoption of a 2019-2030 TFP sometime in late November/early December 2018.

In November 2016, Bellevue residents approved the Neighborhood Safety & Connectivity/Congestion Management Levy. The purpose of this levy is two-fold:

1. To supplement funding for ongoing capital programs that specifically address neighborhood safety and connectivity issues; these programs have long backlogs of projects due to lack of funding, and
2. To evaluate, identify solutions, and help to fund projects that mitigate traffic congestion issues that affect residents entering and/or exiting their neighborhoods.

The relationship of the TFP process to ongoing Capital Investment Plan programs (some of which include funding from the Levy) was discussed at the Commission meeting on October 26, 2017. Also discussed was the work to be conducted in the next couple years relating to the neighborhood traffic congestion reduction element of the Levy. In most cases additional funding, beyond the resources provided by the Levy, will be needed to implement the neighborhood congestion reduction projects. Allocation of funding to these projects will need to be considered in conjunction with the TFP update process.

Candidate projects for consideration in the TFP process are drawn from five sources, as discussed at the Commission meeting on November 9 and indicated in the following chart.



For purposes of scoring and ranking projects, separate criteria are needed for Roadway-Intersection projects and Pedestrian-Bicycle projects, because of the different needs and benefits associated with the two categories of projects. For the 2019-2030 TFP development process, evaluation and scoring will be conducted for Roadway-Intersection projects. No scoring exercise is recommended for Pedestrian-Bicycle project candidates in this TFP cycle; instead, it is recommended that the projects included in the “Pedestrian-Bicycle

Implementation Reserve section of the [current TFP](#) be carried forward and their prioritization for funding allocations and implementation be addressed via the ongoing [Pedestrian and Bicycle Implementation Initiative](#).

## **INFORMATION**

A preliminary list of projects for evaluation in the TFP process has been developed (Attachment 1). The project list is comprised of projects in the current CIP and TFP, plus Roadway-Intersection type projects included in the Comprehensive Transportation Project List. Projects that are in locations identified in the Transit Master Plan as offering potential to improve transit mobility include indication of the transit enhancement element in their description. Additional refinements to the project list and to project descriptions may be made in the coming weeks and months, as the TFP process advances. Staff are seeking Commission agreement regarding the preliminary candidate project list.

Proposed criteria for evaluating the Roadway-Intersection candidate projects are detailed in Attachment 2. The five criteria are essentially similar to those used in recent TFP cycles; the Safety criterion has been simplified; the format of the Level-of-Service (LOS) criterion table has been adjusted to aid in clarity and minor adjustment made to the Transit criterion to reflect the organization of the data that is available to us. Most of the criteria use a “need” and “benefit” framework. The five criteria and their framework elements are as follows:

### **Safety**

- Need based on ped/bike and vehicular safety considerations and collision data
- Benefit based on projected number and severity of collisions reduced

### **Level-of-Service**

- Need based on comparison to specific intersection and area-wide standard specified in the Comprehensive Plan
- Benefit based on modeled LOS improvement

### **Transit**

- Need based on whether or not project is on the current or future transit network
- Benefit based on direct (HOV lanes) vs. indirect (improved traffic flow, pedestrian access) benefit

### **Non-Motorized**

- Need is not scored; it is assumed there is an overall need for complete and connected networks of pedestrian and bicycle facilities that are ADA compliant
- Benefit based on whether project constructs sidewalks and/or bicycle facilities and addresses ADA deficiencies

### **Plan Consistency and Outside Funding**

- Degree of planning support (from local subarea plans to plans of cooperative interjurisdictional forums such as PSRC)
- Likelihood of receiving outside funding (grants, etc.)

The LOS criterion references city standards for vehicular mobility in Mobility Management Area (MMA) zones around the city. These MMA zones and the city standard for each is shown in Attachment 3. Staff will provide an overview of the criteria at the meeting on December 14. A more extensive discussion of the criteria is anticipated for the January meeting.

For the 2016-2027 TFP, the Transportation Commission assigned weights to the criteria as follows:

- Safety (20%)
- Level of Service (30%)
- Transit (15%)
- Non-Motorized (20%)
- Plan Consistency & Outside Funding (15%)

At the January meeting, the Commission will be asked to approve weights for this TFP update cycle. Attachment 4 shows the scoring weights for Roadway-Intersection criteria used in previous TFP cycles, dating back to 2001.

As mentioned at the Commission meetings, the scoring and ranking is the first phase of the evaluation process. Following development of a score-ranked project list, additional factors will be considered in the process of developing a prioritized project list. Additional factors that may be considered include public input, equity/environmental justice, extent of project development to date, opportunity to tie in with projects by others (e.g., Sound Transit, WSDOT), etc.

## **NEXT STEPS**

At the next Commission meeting, on January 11, the Commission will be asked to approve evaluation criteria for roadway-intersection projects and allocate weights for the various criteria. This will provide the necessary direction for staff to proceed with scoring of candidate projects.

If you have questions or need additional information prior to the meeting, please contact Michael Ingram at (425) 452-4166 or email [mingram@bellevuewa.gov](mailto:mingram@bellevuewa.gov) or Kristi Oosterveen at (425-452-4496) or email [koosterveen@bellevuewa.gov](mailto:koosterveen@bellevuewa.gov).

## **ATTACHMENTS**

1. Preliminary list of candidate TFP projects
2. Staff proposed evaluation criteria for ranking of roadway-intersection projects
3. LOS standards by MMA
4. Historical scoring weights for Roadway-Intersection criteria

	Current 2017-2023 Capital Investment Program (CIP) plan project
	Current 2016-2027 Transportation Facilities Plan (TFP) project or other potential roadway/intersection candidate
CTPL = Comprehensive Transportation Project List	

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
<b>Current 2017-2023 Capital Investment Program (CIP) plan project - will not be reevaluated</b>				
PW-R-185, TFP-255	CTPL-20	Newport Way	Somerset Ave SE to 150th Ave SE	This project will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non- motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality.
PW-R-168, TFP-241 PW-R-186, TFP-260	CTPL-46	120th Ave NE	NE 12th St to Northup Way* (now two CIP projects: NE 12th to 16th Sts (completed) & NE 16th St to Northup Way)	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor. Pre-design work on Stage 4 of the 120th Avenue NE corridor between NE 16th Street and Northup Way conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5- lane section to a 4-lane section in proximity of NE 18th Street.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
TFP-218	CTPL-47	130th Ave NE	Bel-Red Rd to NE 20th St	This project will redevelop 130th Avenue NE between Bel-Red Road and NE 20th Street. The segment north of the planned intersection with Spring Blvd will include a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment south of the Spring Blvd intersection will transition from the retail street design to the north to a three lane section. Along both segments, the project will design new or redeveloped curb, gutter and sidewalk on both sides of the street, future intersection improvements including turn lanes, potential mid-block crossings, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the Spring Blvd alignment and the planned light rail station and park & ride facility between 130th and 132nd Avenues NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of Spring Blvd -
PW-R-166, TFP-210 PW-R-191, TPF-265	CTPL-50	124th Ave NE	Spring Blvd to Northup Way (now two CIP projects: Spring Blvd to Ichigo Way (NE 18th St) & Ichigo Way (NE 18th St) to Northup Way)	This project will widen 124th Avenue NE from NE Spring Boulevard to Northup Way. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter and sidewalk or multipurpose trail on both sides, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street. The project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity and will reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Ave NE Improvements – Main St to NE Spring Blvd and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
PW-R-169, TFP-213 PW-R-190, TFP-213	CTPL-51	124th Ave NE	NE 8th St to Spring Blvd (now two CIP projects: NE 12th St to Spring Blvd & NE 8th to 12th Sts)	<p>This project will widen 124th Ave NE from NE 12th St (Bel-Red Rd) to NE Spring Blvd. The roadway cross-section of this segment consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter, and separated multi-use paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Ave NE Improvements – NE Spring Blvd to NE 18th St. This project will also construct non- motorized improvements between NE 8th and NE 12th Streets.</p> <p>South of NE 8th St, the project has evaluated, designed, and will complete implementation of mitigation measures to protect residential communities south of NE 8th St from potential traffic impacts of Bel-Red growth and the associated major roadway projects in the vicinity.</p> <p>Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.</p>
PW-R-172, TFP-209	CTPL-52	Spring Blvd	116th Ave NE to 120th Ave NE	<p>This project will complete the design and construct a new multi- modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi- purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street.</p>

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
PW-R-173, TFP-259	CTPL-53	Spring Blvd	120th Ave NE to 124th Ave NE	This project will complete design and construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE.
PW-R-174, TFP-215	CTPL-55	Spring Blvd	130th Ave NE to 132nd Ave NE	This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment, sidewalk and bike lane, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – Bel-Red Road to NE 20th Street and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project. An eastbound lane and other roadway improvements to the south of the planned 130th Avenue NE LRT station will also be completed in the future. This may occur in phases in coordination with other Sound Transit facilities, Bel-Red area capital
PW-R-183, TFP-256 (phase 2) PW-R-194, TFP-257 (phase 3) Phases 4 & 5: TFP candidates	CTPL-57	West Lake Sammamish Pkwy	North City Limits to SE 34th St	The project will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor.



Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
PW-R-160, TFP-207	CTPL-58	NE 4th St	116th Ave NE to 120th Ave NE	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment was determined in coordination with existing and potential future development and with the ownership interests of the Eastside Rail Corridor (ERC). The project has been designed not to preclude potential future uses of the ERC corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and modifies the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project. A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood. The current project budget is intended to fully fund all phases of the project. The construction phase of the project will be completed in stages.
PW-W/B-78, TFP-243	CTPL-61	Mountains to Sound Greenway Trail	Factoria Blvd to Lakemont Blvd	<p>Part 1: The project will construct the Mountains to Sound Greenway Trail as a 10-foot-wide or greater width paved multi-use trail beginning at the current end of the I-90 Trail at Factoria Boulevard. The route extends eastward along the north side of SE 36th Street, follows a new independent alignment along the I-90 off-ramp to the 150th Avenue SE at SE 37th Street intersection, crosses 150th Avenue SE, and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (crosses SE 37th Street opposite Eastgate Plaza). The trail route then turns north and continues eastward adjacent to I-90 in the WSDOT right-of-way to Lakemont Boulevard. The design of the Mountains to Sound Greenway I-90 Trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Revisions will be considered to the Factoria Boulevard/SE 36th Street intersection to enhance pedestrian and bicycle crossings, which is identified as priority bicycle corridor EW- 4.</p> <p>Part 2: The project will install boulevard treatment on roadway segments adjacent to the Mountains to Sound Greenway Trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art. The project will coordinate with the City's Urban</p>
TFP-217	CTPL-68	SR-520 / 124th Ave NE		Create a new full interchange at SR-520 near 124th Avenue NE.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
<b>Current 2016-2027 Transportation Facilities Plan (TFP) project or other potential roadway/intersection candidate</b>				
	CTPL-2	130th Ave NE / NE 20th St		Conduct a needs assessment to determine whether southbound right turn and westbound right turn lanes should be added at 130th Ave NE / NE 20th St.
	CTPL-3	156th Ave NE / NE 20th St	From intersection to east of 156th Ave NE	Conduct a needs assessment to determine whether eastbound and westbound through lanes and a second northbound left turn lane should be added at 156th Ave NE / NE 20th St and signalization modified. Also assess whether the eastbound through lane should be extended 800 feet (plus transition) east of 156th
TFP-250	CTPL-4	148th Ave NE	At Bel-Red Rd, NE 20th St, and NE 24th St	The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work.
	CTPL-6	Northup Way	156th Ave NE to 164th Ave NE	Conduct a needs assessment to determine whether a median left- turn lane should be added on Northup Way between 156th Ave NE and 164th Ave NE where not complete.
	CTPL-7	134th Ave NE	Bel-Red Rd to Spring Blvd	Reconstruct as three lanes; modify signalization.
	CTPL-8	130th Ave NE / NE 24th St		Conduct a needs assessment to determine whether left-turn pockets should be added on all legs of 130th Ave NE / NE 24th St except the north leg. Also monitor for potential future
	CTPL-9	127th Ave NE	Bel-Red Rd to Northup Way	Coordinate with private development to construct a new street that meets urban standards with two general purpose lanes, two parking lanes, gutters, and sidewalks, consistent with design guidelines established in the Bel-Red Corridor Plan.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
	CTPL-10	136th Ave NE	Bel-Red Rd to Spring Blvd	Coordinate with private development to construct new three-lane road; signalize.
	CTPL-12	NE 24th St	164th Ave NE to 172nd Ave NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks where not complete. Provide intersection left turn lanes or two-way left turn lanes at selected locations
	CTPL-13	Main St and SE 1st St	116th Ave NE to 124th Ave NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide intersection left turn lanes or two-way left turn lanes as required at selected locations.
	CTPL-14	132nd Ave NE / Bel-Red Rd		Conduct a needs assessment to determine whether northbound and southbound right turn lanes should be added at 132nd Ave NE/BelRed Rd.
	CTPL-16	Main St / 148th Ave		Conduct a needs assessment to determine whether a westbound right turn lane should be added at 148th Ave / Main St.
	CTPL-17	156th Ave SE / SE Eastgate Way		Redesign 156th Ave SE and SE Eastgate Way intersection to enhance traffic flow, upgrade pedestrian and bicycle crossings, and establish a gateway treatment, potentially to include developing a modern roundabout.
TFP-195	CTPL-18	150th Ave SE	SE 37th St to I-90 off-ramp	This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. The project will also evaluate upgraded ped and bike crossings and gateway treatments.
TFP-253	CTPL-19	Eastgate Way / 148th Ave SE		This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second NB left turn lane, add second EB right-turn lane, add second WB through lane past 148th Ave SE. Add E-W bike lanes through intersection. Option B: Construct multilane roundabout. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.
	CTPL-21	148th Ave SE	I-90 WB on-ramp to SE 38th St	Provide a third southbound lane along 148th Avenue SE from the ramp to westbound I-90 north of Eastgate Way south over the 150th Avenue SE overpass to SE 38th St. The ramp from eastbound I-90 immediately south of Eastgate Way would merge with the third southbound lane as the overpass of I-90 already has three lanes. TFP Project 253 (CTPL-26) has identified alternatives for intersection improvements at 148th Ave SE and Eastgate Way, and TFP Project 195 (CTPL-25) has identified alternatives for intersection improvements at 150th Ave SE at SE 36th St and SE 38th St. This project should be studied in the context of those intersection improvements.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
	CTPL-22	I-90 / Lakemont Blvd SE / West Lake Sammamish Pkwy SE		The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identified in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout; (2) addition of a new roundabout at the westbound ramp terminal; and, (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-ramp
	CTPL-39	118th Ave SE	SE 8th St to Coal Creek Pkwy	Provide pedestrian/bicycle facilities while maintaining existing general purpose travel lanes. Conduct traffic analysis to assess the need for added turning lanes at selected intersections.
	CTPL-40	Newport Way SE	164th Ave SE to Lakemont Blvd extension	Conduct a needs assessment to determine whether left-turn pockets should be constructed at key intersections along Newport Way SE between 164th Ave SE and Lakemont Blvd.
	CTPL-41	Lakemont Blvd / Forest Dr		Provide a new traffic signal and turn lane on Forest Drive.
	CTPL-42	164th Ave SE	Newport Way to Lakemont Blvd	Upgrade the existing two-lane road to higher standards; provide safety features; and provide left-turn pockets at key intersections including Newport Way.
	CTPL-43	164th Ave / Newport Way		Conduct a needs assessment to determine whether the south and east approach legs of 164th Ave SE and Newport Way should be channelized.
TFP-218	CTPL-44	130th Ave NE / Bel-Red Rd		Conduct a needs assessment to determine whether a westbound- to-northbound right-turn lane and a second southbound-to- westbound right-turn lane should be added and signalization modified at Bel-Red Rd and 130th Ave NE.
	CTPL-48	132nd Ave NE	Bel-Red Rd to NE 20th St	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.
TFP-254	CTPL-49	Bel-Red Rd	NE 20th St to NE 24th St	The project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.
	CTPL-54	Spring Blvd	124th Ave NE to 130th Ave NE	Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
PW-R-175, TFP-261	CTPL-56	Spring Blvd and 136th PI NE	132nd Ave NE to NE 20th St	<p>This project will construct roadway improvements, allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel- Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE</p> <p>– Bel-Red Road to NE 20th Street, 134th Avenue NE – NE Spring Boulevard to NE 20th Street, and NE Spring Boulevard – 130th to 132nd Avenues NE projects. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private</p>
PW-R-162, TFP-211	CTPL-59	NE 6th St Multi-Modal Corridor	112th Ave NE to 120th Ave NE	<p>The project will extend the existing NE 6th St transit and carpool ramp, which is accessible to and from Interstate 405 in both directions, eastward from the middle of the freeway. The new road would extend above the northbound lanes of Interstate 405 and 116th Ave NE to a new intersection at 120th Ave NE.</p> <p>The facility will be designed to accommodate multiple uses, including HOV, frequent transit, general purpose, and a 14-ft wide non-motorized pathway along the south side of NE 6th St between 112th Ave NE and 120th Ave NE. The project will also include street lighting, landscaping, irrigation, storm drainage/detention.</p>
	CTPL-60	NE 8th St / 148th Ave NE		Conduct a needs assessment to determine whether westbound right turn lanes and double left-turn lanes should be added at 148th Ave NE and NE 8th St. The latter improvement would also include widening to the north, with new curb, gutter, and sidewalk.
TFP-193	CTPL-66	I-405 / NE 10th St		Add new I-405/SR-520 access at NE 10th St via collector-distributor lanes from and to the north. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Refer to the WSDOT I-405 Master Plan.
TFP-197	CTPL-67	I-405 / NE 2nd St		Add new I-405 access at NE 2nd St via collector-distributor lanes from and to the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Refer to the WSDOT I-405 Master Plan.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
TFP-110	CTPL-69	110th Ave NE	NE 4th St to NE 9th St	Widen this section from three lanes to four or five lanes where not complete. Project is a component of the 2030 baseline scenario – final design subject to multimodal corridor analysis.
	CTPL-70	103rd Ave NE, 105th Ave NE, 107th Ave NE, and NE 11th St		Reconstruct the following sections to meet city design standards (sidewalks, lane width, etc.): a) 103rd Avenue NE between Main Street and NE 1st Street b) 105th Avenue NE between NE 2nd Street and NE 4th Street. c) 107th Avenue NE between Main Street and NE 2nd Street. d) NE 11th St between 110th Avenue NE and 112th Avenue NE.
TFP-219	CTPL-71	NE 8th St	105th Ave NE and 108th Ave NE	Add one westbound lane on NE 8th St between 105th Ave NE and 106th Ave NE (while preserving the large sequoia). 2030 Baseline scenario project.
TFP-223	CTPL-72	NE 8th St / Bellevue Way NE		Add a new southbound to westbound right turn lane. Require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.
TFP-222	CTPL-73	NE 4th St / Bellevue Way NE		Provide dedicated southbound to westbound and westbound to northbound right turn lanes. Add new dual northbound to westbound left turn lanes on Bellevue Way. Require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.
TFP-225	CTPL-74	NE 2nd St / Bellevue Way NE		a) Add new westbound to southbound left-turn lane on NE 2nd St. b) Add new northbound to eastbound right turn lane on Bellevue Way. c) Add new southbound to eastbound dual left turn lanes on Bellevue Way. For each of these, require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.
TFP-197	CTPL-75	NE 2nd St	112th Ave NE to 116th Ave NE	Extend NE 2nd St from 112th Ave NE across I-405 to 116th Ave NE, including intersection improvements at 112th Ave NE and 116th Ave NE. Add new dual southbound to eastbound left turn lanes on 112th Ave at NE 2nd Street. The overpass is a component of the I- 405 Master Plan (Project #108); the arterial projects are identified as "Beyond 2030" projects.
TFP-190	CTPL-76	NE 2nd St	Bellevue Way NE to 112th Ave NE	Widen this section from 3 or 4 to 5 lanes. This is a 2030 Baseline scenario project.
	CTPL-78	NE 12th St / 116th Ave NE		Conduct a needs assessment to determine whether a northbound to eastbound right-turn lane and eastbound to northbound dual left-turn lanes should be added at NE 12th St and 116th Ave NE.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
	CTPL-83	SE 40th Ln / Factoria Blvd		Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane at SE 40th lane and Factoria
	CTPL-85	Factoria Blvd SE / SE 36th St		Redesign the Factoria Blvd and SE 36th St intersection to enhance pedestrian and bicycle crossings.
	CTPL-86	Coal Creek Rd	142nd Pl SE to 148th Ave SE	Establish a new east-west roadway on the south edge of the Bellevue College campus between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus
TFP-194		164th Ave SE	SE Cougar Mtn Way to SE 63rd St	This project will evaluate options for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID).
PW-R-184, TFP-242		Bellevue Way	107th Ave SE to I-90	Develop the design and the environmental documentation needed to construct an inside High Occupancy Vehicle (HOV) lane and evaluate options outside of the travel lane on southbound Bellevue Way SE between the “Y” intersection of 112th Avenue SE and Bellevue Way on the north and the main entrance to the South Bellevue Park & Ride on the south end. The HOV lane segment between the South Bellevue Park & Ride and I-90 will be built by Sound Transit as part of the East Link project. The improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.
TFP-266		I-90/Factoria Blvd Exit		In coordination with the Mountains to Sound Greenway project (TFP-243), this project will advance the design to relocate the current trail to allow a second I-90 Eastbound to Factoria Boulevard off ramp lane through the undercrossing of the interchange ramp between I-405 and I-90 Eastbound. The trail will be rerouted to new bridges crossing the I-405 to I-90 interchange ramps and the I-90 to Factoria Boulevard off ramp.
TFP-216		112th Ave NE	NE 2nd St	This project will add dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
TFP-246		150th Ave SE	South of SE 38th St to Newport Way	The project will evaluate the need for improvements for the segment south of SE 38th Street to Newport Way, including the intersection at 150th Avenue SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation, and bicycle mobility. The project is located on priority bicycle corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through the predesign process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.
TFP-248		134th Ave NE	NE 20th St to NE Spring Blvd	This project will develop a level cross section and alignment for future construction of 134th Avenue NE as a through street between NE Spring Blvd and NE 20th Street, as outlined in the Bel-Red Subarea Plan. The project will coordinate with the East Link project final design. Conceptual plans will be developed for roadway alignment to allow for future construction of 134th Avenue NE as a through street. The roadway will include three lanes, landscape strip, and sidewalks on both sides and is anticipated to be implemented with future private development in the immediate vicinity.
TFP-252		Bellevue College Connection	Kelsey Creek Rd/Snoqualmie River Road/142nd PI SE from 145th Place SE to SE 36th St	This project will reconstruct the roadway to support frequent transit buses service, construct sidewalks and accessible bus stops and modify the 142nd PI SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th PI SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.
TFP-262		Bellevue Way	NE 12th Street to the north city limits at SR-520	This project will conduct a corridor study and community involvement process to identify multimodal mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic speed and safety concerns.



Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
TFP-263		148th Ave NE	NE 8th St	This project will evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. Options may include: Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes; and evaluate impacts to Kelsey Creek which crosses under NE 8th Street east of 148th Avenue NE.
TFP-264		143rd PI NE	NE 20th Street to Bel-Red Road/NE 20th Place signal	This project will conduct a feasibility and/or pre-design study for the implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segments may be implemented with future private development in the immediate vicinity.
<b>TFP Ped/Bike Projects included in the 2016-2027 TFP</b>				
TFP-175		SE 34th St	162nd PI SE to West Lake Sammamish Pkwy	This project will construct a curb, gutter, sidewalk and bikelane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.
<b>Potential Ped/Bike Reserve Projects</b>				
TFP-158	CTPL-15	SE 16th Street	148th to 156th Avenues SE	This project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail.
TFP-173		108th/112th Avenue NE	North city limit to NE 12th Street	This project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
TFP-230	CTPL-77	108th Avenue NE	NE 12th Street to Main Street	This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the 108th Avenue NE corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments (including the NE 6th Street Pedestrian Corridor interface), bicycle facilities, transit way improvements (also refer to the recommendations of the Bellevue Transit Master Plan), landscaping and lighting. This roadway segment is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection.
TFP-232		164th Avenue NE/SE	NE 18th Street to SE 14th Street	This project will designate a bicycle shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection.
TFP-234	CTPL-77	Main Street	100th Avenue to 116th Avenue	This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the Main Street corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments, bicycle facilities, landscaping and lighting. This roadway segment is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The segment between 110th and 112th Avenues NE may be coordinated with implementation of the East Link project in this vicinity.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
TFP-243	CTPL-61	Mountains to Sound Greenway	Factoria Boulevard to Lakemont Boulevard	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Boulevard and Lakemont Boulevard, and the design of grade separated crossings of Factoria Boulevard and the interchange ramps between I-405, I-90, and Factoria Boulevard. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.
TFP-244		Eastside Rail Corridor multi-use path	Southern city limits to northern city limits	This project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, the Wilburton area, Downtown Bellevue, Bel-Red, NE 15th Street, the West Tributary Trail, and the SR 520 Trail, which is identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners and/or acquisition.
TFP-245		140th Avenue NE	NE 24th Street to NE 8th Street	This project will evaluate options for bicycle network implementation on 140th Avenue NE. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. Options may include: Option A: Addition of 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Development of an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible.

Associated CIP / TFP Projects	CTPL Project No.	Location	Limits	Description
TFP-247		Eastgate Way	Richards Road to SE 35th Place	This project will install bicycle lanes, where missing through the Eastgate corridor. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development.
TFP-249		Hospital/NE 8th Street	Station Access Improvements	This project will improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. An initial funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services.
TFP-251		Coal Creek Parkway	124th Avenue SE to southern city limits	This project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection.
<b>Potential Transit Reserve Projects</b>				
<b>Potential Levy - Neighborhood Congestion Relief Reserve Projects</b>				

# 1. SAFETY MATRIX

(Maximum potential score = 100)

Attachment 2.1

Need →		HIGH	MEDIUM	LOW
	1	- High vehicle collision occurrence	- Moderate vehicle collision occurrence	- Low vehicle collision occurrence
	2	- Severely congested Intersection(s), LOS (E-F)	- Medium LOS (C-D)	- Low LOS (A-B)
	3	- Meets signal warrants	- Marginally meets signal warrants	- Does not meet any signal warrants
	4	- High ped/bike collision experience	- Significant concern for ped/bike collisions	- Low ped/bike collision concern
	5	- High need for pedestrian crossing	- Alternative pedestrian crossings reasonable but requires out of direction travel	- Alternative pedestrian crossings are convenient
	6	- Provides alternative to a route with significant auto or ped/bike collisions	- Provides alternative to a route with moderate auto or ped/bike collisions	- Provides alternative to a route with low auto or ped/bike collisions
	7	- Significant roadway facilities missing and significant collision concern	- Roadway facilities missing and moderate collision concern	- Alternative roadway facilities available and low collision concern
Benefit ↓				
1* - Improvement directly addresses a primary safety concern		100	60	30
2** - Improvement indirectly addresses a secondary safety concern		45	35	25
3 - Improvement marginally addresses a secondary safety concern		20	10	0

Examples:

1\* = A primary safety concern addresses a specific type of collision

2\*\* = A secondary safety concern improves general traffic safety concerns at locations with high collision frequency

## 2. LEVEL OF SERVICE MATRIX

(Maximum potential score = 100)

Attachment 2.2

**NEEDS:** Future Needs evaluated on a "No Action" Scenario (2030 Land Use on 2023 Concurrency Network i.e. includes fully-funded CIP projects)

**BENEFITS:** Benefits evaluated (2030 Land Use on 2030 Network) by the magnitude of the synergistic improvement in Arterial v/c ratio

Arterial projects: If project is a new arterial link (does not currently exist), changes in adjacent parallel corridors will be evaluated to determine benefits

Intersection projects: If project has high need but low benefit, i.e. no change in V/C ratio, other operational benefits not captured by LOS will be considered to determine score

### ARTERIAL PROJECTS (all evaluations based on v/c ratios)

		Current v/c	NEEDS Future severity without mitigation		
			< 0.60	btw 0.60 & 0.90	>= 0.90
			Low	Medium	High
BENEFITS Magnitude of Improvement	Arterial Improvement Reduces v/c by				
	btw 0 & 0.10	Low	0	10	20
	btw 0.10 & 0.20	Medium	10	35	75
	> 0.20	High	20	75	100

Alternative routes & Profound Network Changes

**Key:**  
**MMA** = Mobility Management Area  
**AW** = Area wide  
**Std** = Standard  
**Int.** = Intersection  
**LOS** = Level of Service  
**v/c** = link volume to capacity  
**V/C** = Intersection volume to capacity  
**btw** = between

### INTERSECTION PROJECTS (all evaluations based on V/C ratios)

LOS Letter references included to help the narrative

Intersection Improvement Reduces v/c by		LOS	Future severity without mitigation		
		A, B, C	D	E, F	
		Condition 1: Current V/C	< 0.80	btw 0.80 & 0.90	>= 0.90
		Condition 2: MMA AW Std	Better than 15% of Std.	Btw 15% & 5% of Std.	Within 5%, at or exceeds Std.
		Both favorable conditions apply		Either/or conditions apply	Both unfavorable conditions apply
		Low	Medium	High	
BENEFITS Magnitude of Improvement	No V/C change	Low	0 Maintains LOS A, B, C	10 Maintains LOS D	20 Benefit does not adequately address the need
	btw 0 & 0.10	Medium	10 Possible Letter change e.g. C to B	35 Possible Letter change D to C	75 Possible Letter change e.g. E to D
	>0.10	High	20 Good proj but little need e.g. C to B	75 LOS D to C	100 Excellent project e.g. E to D

AW Std	15%	5%
0.95	0.81	0.90
0.90	0.77	0.86
0.85	0.72	0.81
0.80	0.68	0.76

3. TRANSIT MATRIX  
(Maximum potential score = 100)

Attachment 2.3

	Daily Bus Trips	Weight	Direct	Indirect
<b>Current Transit Network</b>	1–150	0.33	8	4
	151-300	0.67	17	8
	301+	1	25	13
Total Possible Points: <b>25</b>				
<b>Future Transit Network</b> (FTN 2030)	1–150	0.33	25	13
	151-300	0.67	50	25
	301+	1	75	38
Total Possible Points: <b>75</b>				
<b>Notes:</b>  <b>1. <u>Direct impacts</u></b> to transit include any project that specifically targets improvement to the speed and reliability of transit operations, including BAT lanes, HOV lanes, queue jump lanes, transit signal priority, and any projects identified by the Bellevue Transit Master Plan.  <b>2. <u>Indirect impacts</u></b> to transit include any project whose purpose is not to specifically improve transit operations, but whose implementation may result in improved mobility for transit vehicles as an auxiliary outcome.				

## 4. NON-MOTORIZED MATRIX

(Maximum potential score = 100)

Attachment 2.4

System	Constructs isolated non-motorized facility	Improves existing non-motorized facility	Extends existing non-motorized facility	Completes missing link in a non-motorized facility
	25	35	50	75
ADA	No block faces with "high" Barrier ranking within project limits	Project scope includes correcting ADA deficiencies on at least one block face with "high" Barrier ranking	Project scope includes correcting ADA deficiencies on more than one block face with "high" Barrier ranking or installs curb ramps where previously missing	Project scope includes correcting ADA deficiencies on adjacent block faces with "high" Barrier ranking
	0	10	20	25

Add 25 points (max not to exceed 100) for facility that builds out segment of Priority Bicycle Corridor.



## 5. PLAN CONSISTENCY AND OUTSIDE FUNDING MATRIX

Attachment 2.5

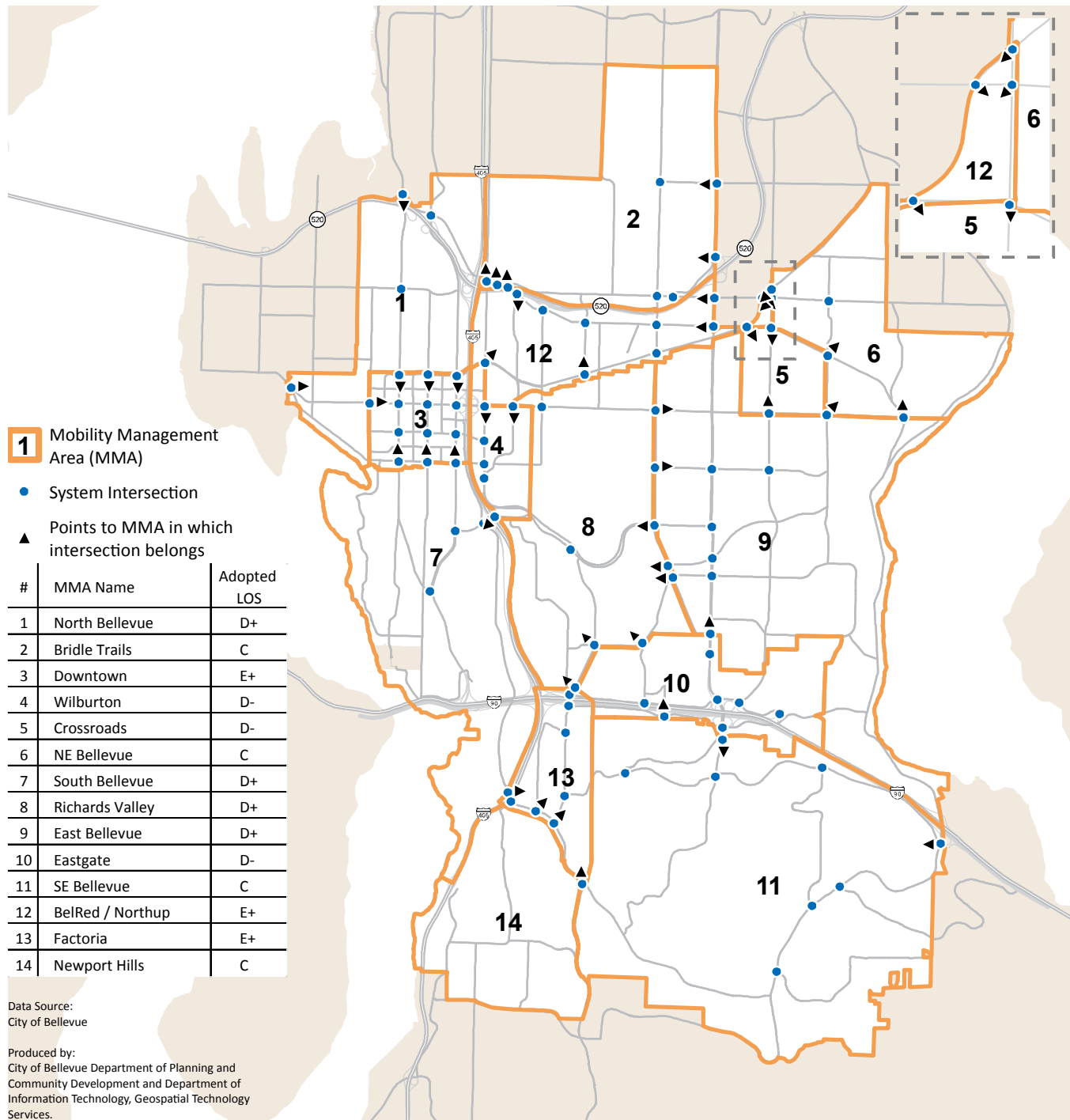
(Maximum potential score = 100)

	Low Priority	Medium Priority	High Priority
	Project identified in local subarea plan or similar planning process but not included in Transportation 2040 or the priority list of any other state or regional forum. - Unlikely to be eligible or competitive for any grant program	Project included in T2040 <i>or</i> another state/regional plan, priority list, study. - Meets eligibility requirements and competitiveness thresholds for small grant programs (max award less than \$1,000,000)	Project is included in T2040 <i>and</i> at least one other state/regional plan, priority list or study. - Meets eligibility requirements and competitiveness thresholds for larger grant programs (max award greater than \$1,000,000)
<b>Plan Consistency</b>	10	35	70
<b>Grant Eligibility</b>	0	15	30



### Map TR-1. Mobility Management Areas and System Intersections

Mobility Management Areas (MMAs) are discrete areas for which level of service (LOS) standards are tailored to reflect the unique conditions and community objectives in the area. System Intersections are the locations where LOS is measured.



Following are excerpted from the Transportation section of the Bellevue Comprehensive Plan.

**Figure TR-1. Vehicular Level of Service Categories**

### WHAT IS "LEVEL OF SERVICE"?

Level of Service (LOS) is a measure of operating conditions for a transportation system. Bellevue has traditionally based LOS metrics and standards on the vehicular capacity of a roadway intersection expressed as a ratio of volume to capacity. A scale of A to F reflects the ease of traffic flow or an evaluation of driver frustration, as described in Figure TR-1. Adopted LOS standards vary across the city depending on such factors as land use and available mobility options, as shown in Map TR-1.

Category	Average Vehicular Volume-to-Capacity Ratio	Description (Subjective Impression of Driver)
LOS A	$\leq 0.600$	Highest driver comfort. Little delay. Free flow.
LOS B	0.601 - 0.700	High degree of driver comfort. Little delay.
LOS C	0.701 - 0.800	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
LOS D		Some driver frustration. Efficient traffic operation.
LOS D+ (High D)	0.801 - 0.850	
LOS D- (Low D)	0.851 - 0.900	Increased driver frustration. Long cycle length.
LOS E		Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.
LOS E+ (High E)	0.901 - 0.950	
LOS E- (Low E)	0.951 - 1.000	At capacity. High level of congestion. High level of driver frustration.
LOS F	$\geq 1.001$	Breakdown flow. Excessive delays.

Transportation Facilities Plan  
Historical Scoring Criteria %

Attachment 4

<b>TFP period</b>	<b>Safety Adj Score %</b>	<b>LOS Adj Score %</b>	<b>Transit Adj Score %</b>	<b>Mode Split Adj Score %</b>	<b>Non- Motorized Adj Score %</b>	<b>Regional Funding Adj Score %</b>	<b>Regional Systems Adj Score %</b>	<b>Leveraging of Funds Adj Score %</b>	<b>Regional Partnership &amp; Outside Funding Adj Score %</b>	<b>Plan Consistency &amp; Outside Funding Adj Score %</b>
2001-2012	25%	35%	15%	10%		10%		5%		
2004-2015	25%	20%	10%		10%		10%	25%		
2006-2017	25%	25%	10%		15%		10%	15%		
2009-2020	25%	25%	15%		20%				15%	
2013-2024	25%	25%	15%		20%					15%
2016-2027	20%	30%	15%		20%					15%

The above information represents the historical weighting of the Roadway/Intersection scoring criteria elements, as assigned by the Transportation Commission. Over the years, the elements have changed names and/or been combined as reflected in the table above; but the overall scoring element concepts have stayed the same. Fluctuations in percentages may be attributable to what was happening with the state of the economy at the time of the Commission discussions.